

Maryland Historical Trust

Maryland Inventory of Historic Properties number: PA-957
Name: MAGEHORSE RD OVER GUNPOWDER FALLS

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility:

Eligibility Recommended <input checked="" type="checkbox"/>		MARYLAND HISTORICAL TRUST		Eligibility Not Recommended <input type="checkbox"/>	
Criteria: <input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D	Considerations: <input type="checkbox"/> A	<input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____					

Reviewer, OPS: <u>Anne E. Bruder</u>				Date: <u>3 April 2001</u>	
Reviewer, NR Program: <u>Peter E. Kurtze</u>				Date: <u>3 April 2001</u>	

5/2/01

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. BA-957

SHA Bridge No. B-45

Bridge name Masemore Road over Gunpowder Falls

LOCATION:

Street/Road name and number [facility carried] Masemore Road

City/town Hereford

Vicinity X

County Baltimore

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State _____ County X Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No _____
National Register-listed district _____ National Register-determined-eligible district _____
Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:
Beam Bridge _____ Truss -Covered _____ Trestle _____ Timber-And-Concrete _____

Stone Arch Bridge _____

Metal Truss Bridge X

Movable Bridge _____:
Swing _____ Bascule Single Leaf _____ Bascule Multiple Leaf _____
Vertical Lift _____ Retractable _____ Pontoon _____

Metal Girder _____:
Rolled Girder _____ Rolled Girder Concrete Encased _____
Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete _____:
Concrete Arch _____ Concrete Slab _____ Concrete Beam _____ Rigid Frame _____
Other _____ Type Name _____

DESCRIPTION:Setting: Urban _____ Small town _____ Rural X**Describe Setting:**

Bridge B-45 carries Masemore Road over Gunpowder Falls approximately 1.0 mile from Falls Road. Masemore Road runs generally in a north/south direction in the area while Gunpowder Falls flows northwest-southeast. The bridge is situated in a rural setting near an 18th century stone mill and farm complex. The area is relatively undeveloped and located within Gunpowder State Park.

Describe Superstructure and Substructure:

Bridge B-45 is a single-lane, single span wrought iron, Pratt through truss measuring 119' in total length. It has seven panels, and features diagonal endposts. The top chord is a built-up section of double channels with cover plates and lacing bars. The bottom chord consists of double eyebars. The floor system has rolled I-beam stringers and floorbeams. The floorbeams are connected to pins by hangers and lateral bracing of singular rods with turnbuckles. The verticals are built-up sections, comprising 2 channels with lacing bars; $v_1 - l_1$ vertical is a single cylindrical rod; diagonals are eyebar rods. All connections are pinned. The width of the roadway is 16'-0" between centerline of trusses. There is no sidewalk on the bridge and the truss members are protected by a wrought iron lattice railing. The deck is a modern open steel grid. The bridge is on a skewed geometric alignment. The abutments are stone masonry with stone wingwalls, flared on one end and U-shaped on the other. There are two plaques on the bridge; one on each portal brace identifying the builder, Wrought Iron Bridge Company of Canton, Ohio; the date, 1898; the County Commissioners: Jas. N. Frederick, A.A. Blkney, Chas. H. Knox; and the bridge superintendent: B. Howard Mays.

Discuss Major Alterations:

County records do not stipulate the details of any rehabilitation work done on the bridge. The bridge deck was replaced with an open steel grid. On the east truss, $l_2 - u_1$ diagonal has been replaced.

HISTORY:WHEN was the bridge built 1898This date is: Actual X Estimated _____Source of date: Plaque X Design plans _____ County bridge files/inspection form _____

Other (specify): _____

WHY was the bridge built?

The Maryland Journal reported on April 16, 1898 that a delegation was before the County Commissioners Wednesday and asked to have an iron bridge built over the Big Gunpowder river at Masemore's Mills near Hereford in the 7th District. "The bridge is to be 115 feet span and will cost about \$2,508."

WHO was the designer?

Wrought Iron Bridge Company

WHO was the builder?

The bridge superstructure was built by the Wrought Iron Bridge Company of Canton, Ohio; the bridge substructure was built by Albert Weber. The Maryland Journal reported on July 16, 1898 the County Commissioners awarded the contract for building the new iron bridge over the Big Gunpowder River, at Masemore's Mill, near Parkton, to the Wrought Iron Bridge Company, of

Canton, Ohio, for \$2,397. The dimensions of the bridge will be 119 by 16 feet. The contract for building the masonry work for the abutments was awarded to Albert Weber for \$949.

WHY was the bridge altered?

To maintain load capacity.

Was this bridge built as part of an organized bridge-building campaign?

This bridge was not built as part of an organized bridge-building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events X B- Person
C- Engineering/architectural character X

Was the bridge constructed in response to significant events in Maryland or local history?

Bridge B-45 was one of a large number of metal truss bridges built in Maryland in the late nineteenth and early twentieth centuries. Metal trusses built in the late nineteenth century were frequently of wrought iron construction and featured pinned connections. During the late nineteenth century Baltimore County advertised and built a number of metal truss bridges.

General Truss Bridge Trends

The first metal truss bridges in the United States were built to carry rail and canal traffic. A rapidly expanding railroad network, with needs for long spans, heavy load capacity and rapid construction, served as the impetus for advances in metal truss technology from the mid-nineteenth century to its close. The earliest metal truss forms of the United States were patented and introduced between 1830 and the Civil War, including the popular Pratt (1844) and Warren (1848) types.

From the Civil War through the end of the century metal truss technology improved in response to increasing loads and speeds, and new transportation needs; steel began to replace iron; numerous "bridge works" and "iron works" were established in the eastern U.S. for fabricating and shipping the truss components to the bridge site; and expanding road networks required a low cost, expedient bridge type.

General Trends in Maryland

In Maryland, the earliest metal truss bridges carried rail lines, including the Baltimore & Ohio (B&O) and the Baltimore and Susquehanna Railroads. As early as 1849, B&O Chief Engineer Benjamin H. Latrobe recommended the construction of metal truss bridges for "large crossings"; in 1850 he reported "much satisfaction" with the future of iron bridges after constructing the metal truss bridge at Savage.

Numerous metal truss bridges were manufactured in Baltimore, the early industrial hub of bridge building activity in the state, from the 1850s through the 1880s. Among the early bridge builders in the 1850s and 1860s were former B&O employees, B.H. Latrobe and Wendell Bollman, founders of competing Baltimore bridge building companies. Historical research identified more than twenty-five bridge companies that built truss bridges in the state between 1850 and 1920. Among these were the Wrought Iron Bridge Company, King Iron Bridge Company, Patapsco Bridge and Iron Works, Baltimore Bridge Company, Pittsburg Bridge Company, Penn Bridge Company, Smith Bridge Company, Groton Bridge and Manufacturing Company, Roanoke Iron and Bridge Company, York Bridge Company, Vincennes Bridge Company, Bethlehem Steel Company, American Bridge Company.

The location of the Baltimore & Ohio Railroad, Baltimore bridge fabricators, and the urban needs of the city and its environs resulted in the erection of numerous early truss bridges in Baltimore and the surrounding area. Initially constructed for the railroads, their use quickly came to replace the earlier timber bridges on Baltimore roads.

From Baltimore, the use of the metal truss spread to other parts of the state, with County Commissioners in the Piedmont and Appalachian Plateau counties erecting numerous metal trusses from the 1870s to the early twentieth century.

Baltimore County Trends

Perhaps due to its proximity to Baltimore City and the city's importance for metal truss bridge building in Maryland, Baltimore County appears to have taken the lead among Maryland counties in erecting metal truss bridges at an early date, not always with the happiest of results. By 1868 the county apparently had erected an iron truss bridge in Phoenix, a bridge that met the same fate as so many in 1868 and was washed away by the floods of November (MD Journal 1868). Although metal trusses were more resistant to this sort of misfortune than the timber bridges they were beginning to replace, the loss of this bridge may have caused some second thoughts about the invincibility of metal trusses, for in 1874 the county solicited sealed proposals "for building an open wooden truss bridge, on the Burr Truss plan, over the Gunpowder Falls..." (Proposals for a Bridge 1874).

Despite this regression, there is a great deal of evidence that metal truss bridges were totally back in favor by the 1880s. A number of truss bridges were advertised in the 1870s and 1880s. As an example, in 1884 H.A. Nagle, Superintendent of Bridges for Baltimore County, advertised for sealed proposals for "a wrought iron Pratt truss bridge over the Big Gunpowder Falls". Nagle was very specific about what type of bridge the county wanted, stipulating that "parties tendering must furnish a clearly made out strain sheet of their design" for a "through bridge, consisting of one span 86 feet between masonry" with a roadway "12 feet wide in the clear and not less than 13 feet high in the clear" (Proposals for an Iron Bridge 1884).

Such advertisements attracted responses from a number of companies; one such advertisement for yet another bridge over Gunpowder Falls received bids from nine bridge companies, including The Penn Bridge Company, H.A. Ramsay and Sons, Pittsburg Bridge Company, the Wrought Iron Bridge Company, and the King Bridge Company. (Bids for an Iron Bridge 1888). Clearly, the Superintendent of Bridges was able to satisfy his requirements for metal truss bridges in Baltimore County.

Five extant metal truss bridges were identified in Baltimore County as a result of SHA's 1994-1995 historic bridge survey:

- B-17, a single span Pratt truss built in 1879
- B-18, a single span Pratt truss built in 1888
- B-29, a single span Pratt truss built in 1893
- B-45, a single span Pratt truss built in 1898
- B-54, a single span Parker truss built in 1934

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

The bridge was built in a locally significant agricultural community and likely facilitated transportation of goods to and from the mill, thus significantly impacting the stability of the community.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is located in an area which may be eligible for historic designation as an historic district, as it is centrally located near an extant 18th century stone mill, millrace and farmstead. The bridge would add to the historic/visual character of the potential district. The complex is located within the Gunpowder Falls State Park.

Foster Masemore Mill was constructed in 1797 (datestone on gable end) by Nicholas Foster and Christopher Walker. It was once the hub of an active agricultural community.

Is the bridge a significant example of its type?

The bridge is a significant example of a wrought iron Pratt truss.

Does the bridge retain integrity of important elements described in Context Addendum?

This bridge retains integrity of location, design, setting, materials, workmanship, feeling and association. One member has been replaced.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

The bridge is a significant example of the Wrought Iron Bridge Company of Canton, Ohio.

The bridge was built by the Wrought Iron Bridge Company of Canton, Ohio. Organized in 1864 by David Hammond and incorporated in 1871, the company was an early and prolific wrought iron bridge builder.

The company published a 'Book of Designs' in 1874, which featured a history of wrought iron bridge building in the U.S. and Europe and a detailed record of the firm's experience. Numerous plans illustrated the variations available.

Like so many of the early bridge builders, the Wrought Iron Bridge Company was eventually bought out by the American Bridge Company. In 1901 the American Bridge Company was purchased by and became a subsidiary of United States Steel, presently known as USX. Purchased by Mr. Brock Rowley, the American Bridge Company was reorganized in early 1987 and presently operates independently with headquarters in Pittsburgh, Pennsylvania.

Should the bridge be given further study before an evaluation of its significance is made?

Bridge B-45 is listed in the Maryland Historical Trust's Inventory of historic sites. No further study is recommended.

BIBLIOGRAPHY:

County inspection/bridge files X SHA inspection/bridge files

Other (list):

County survey files of the Maryland Historical Trust

Baltimore County Historical Society files

P.A.C. Spero & Company and Louis Berger & Associates, *Historic Highway Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration.

SURVEYOR:

Date bridge recorded January 1996

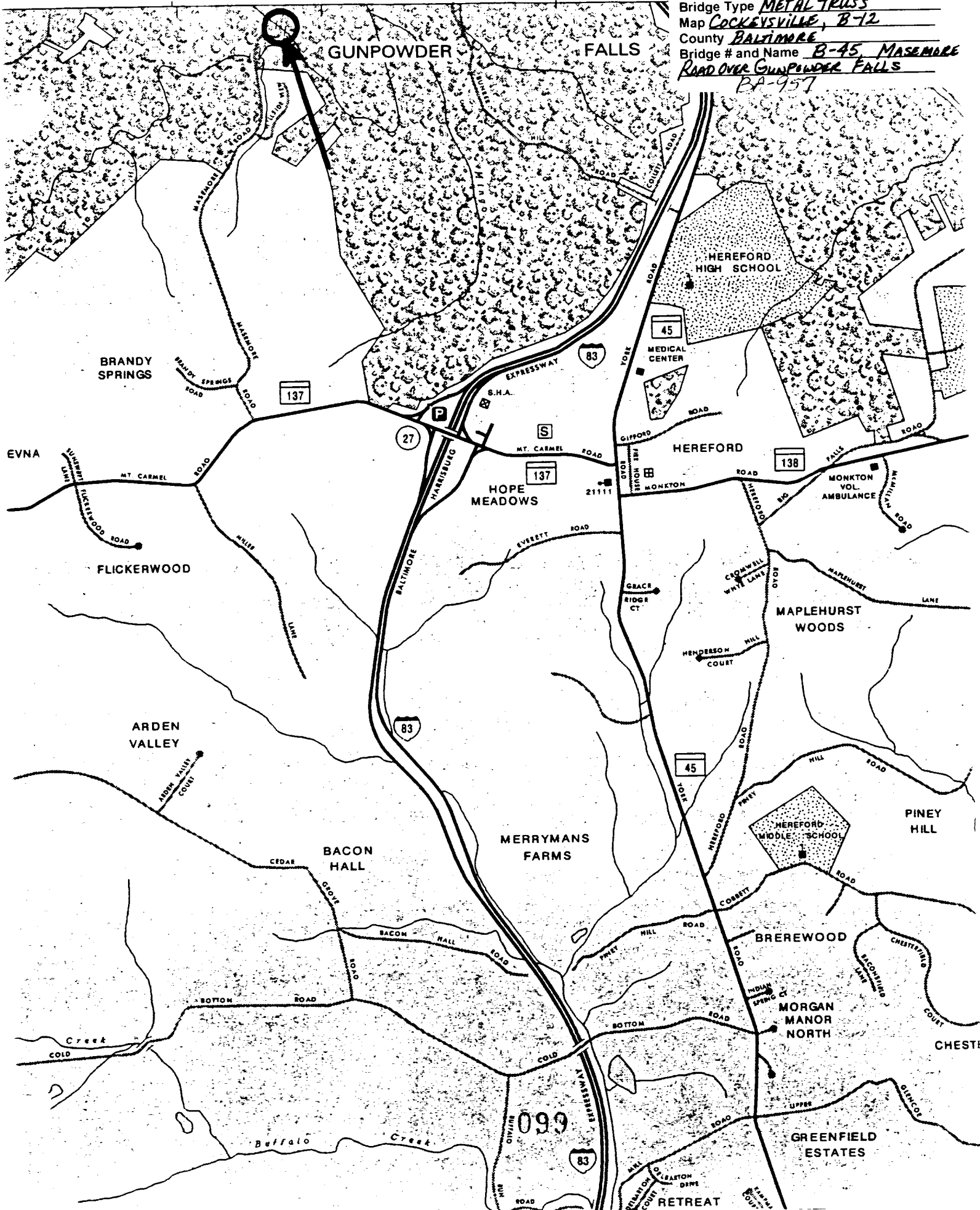
Name of surveyor Paula Spero/Colin Farr

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670

Maryland Historic Highway Bridges
Bridge Type METAL TRUSS
Map COCKEYSVILLE, B-12
County BALTIMORE
Bridge # and Name B-45, MASEMORE
ROAD OVER GUNPOWDER FALLS
BA-957





- 1) BA-257
- 2) Mason's Rd Bridge over Gunpowder Falls
- 3) Baltimore
- 4) Cedar Fair
- 5) Feb. 1946
- 6) P. H. C. Spew & Company Tower, MD 21204
- 7) Mason's Rd Bridge, West Chester
- 8) 1 of 2



B45

East Elevation

29

- 1) BA-957
- 2) Masemore Rd Bridge over Simpson's Falls
- 3) Baltimore
- 4) Colin Law
- 5) Feb. 1996
- 6) P.A.C. Spore & Company, Towson, MD 21204
- 7) Masemore Rd. Bridge, east elevation
- 8) E of 11



WEIGHT
LIMIT
6T
8T
15T

- 1) BA-957
- 2) Massena Road Bridge over Turpender Falls
- 3) Baltimore
- 4) China Town
- 5) Feb 1992
- 6) P.A.C. Spence Company, Towson, MD 21204
- 7) Massena Rd Bridge, north of picture
- 8) 3 of 11

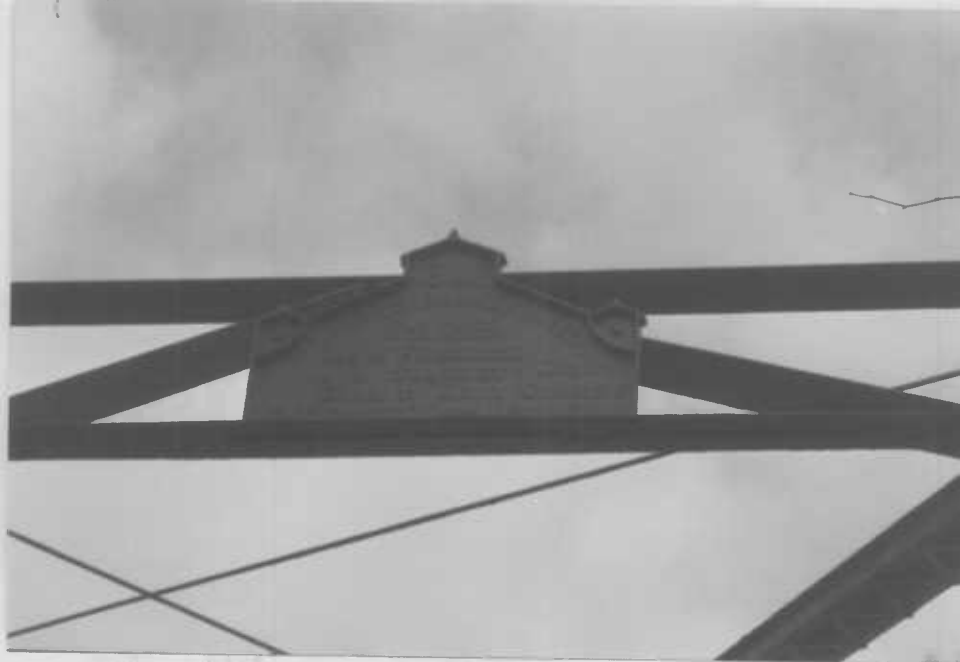


B45

5TH APR

19

- 1) BA-950
- 2) Macmon Rd bridge over Thompson Falls
- 3) Baltimore
- 4) Colin Farr
- 5) Feb. 1996
- 6) P.A.C. Sproul & Company, Jackson, MD 2104
- 7) Macmon Rd Bridge, South approach
- 8) 4 of



E-15 Bridge Plate

11

- 1) BH - 9517
- 2) Masemore Road Bridge over Simpson Falls
- 3) Baltimore
- 4) Cedar Falls
- 5) Feb. 1996
- 6) P.A.C. Spew & Company, Towson, MD 21204
- 7) Masemore Rd Bridge, Bridge Plate
- 8) 5 of 11



- 1) BA-957
- 2) Maxmore Road Bridge over Sunpauls Fall
- 3) Baltimore
- 4) Colin Fare
- 5) Feb. 1996
- 6) P.A.C. Sperry's Company, Dawson, MD 21204
- 7) Maxmore Rd. Bridge, trust members
- 8) 6 of 11



68-747

- 2) Masemo Rd Bridge over Gasparito Falls
- 3) Baltimore
- 4) (Old Farm)
- 5) Feb 1976
- 6) P.A.C. Spero & Company, Tucson, MD 21224
- 7) Masemo Rd Bridge, upper connection
- 8) 7 of 11



B45

116

5th Port 2

22

D. A. 957

2) Mainer Road Bridge over Lincolnton Falls

3) Baltimore

4) Cedar Falls

5) Feb. 1990

6) R.A.C. Spence Company, Towson, MD 21204

7) Mainer Rd. Bridge, Ct. Connection

8 of 11



1945 open gnd natural floor 25

1) BH-957

2) Macmore Road Bridge over Simpson's Falls

3) Baltimore

4) Cedar Falls

5) Feb. 1996

6) P.H.C. Spaw & Company, Jackson MO 21002

7) Macmore Rd Bridge open gnd metal floor

8) 9 1/2



B45

Essex town choir

20

- 1) BA-957
- 2) Massena Rd Bridge over Gunpowder Falls
- 3) Baltimore
- 4) Coler Falls
- 5) Feb. 1996
- 6) P.A.C. Special Company, Season, 7th Dist
- 7) Massena Rd Bridge, lower deck, floor
beam and pier
- 8) 10 of 1



B45

S/W Bear, Plate

21

1) BN 257

2) Roseville Rd Bridge over Suspension Fall

3) Baltimore

4) Colon Fair

5) Feb 1990

6) P.A. & Spence Company, Towson, MD 7-200

7) Massmore Rd Bridge, Lower Chord, p.m.
Clearing & Stone Obstruction

8) 11 of 11

9700005

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Masemore Rd Bridge (Baltimore County Bridge #45) Survey Number: BA-957
957

Project: Rehabilitate Masemore Rd Bridge Agency: FHWA/Baltimore County

Site visit by MHT Staff: no X yes Name Elizabeth Hannold Date 1996

Eligibility recommended X Eligibility **not** recommended

Criteria: A B XC D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

Masemore Road Bridge, which carries Masemore Road over the Gunpowder Falls in the Gunpowder Falls State Park in northern Baltimore County, is eligible for the National Register of Historic Places under Criterion C for engineering. A single span, Pratt through truss, the Masemore Road Bridge (BA-957) was fabricated in 1898 by the Wrought Iron Bridge Company. The bridge retains a high degree of integrity. Except for the deck and stringers, most members are original. It also retains its builder's plaques. It is one of approximately twenty 19th-century metal truss bridges remaining in highway use in Maryland and is representative of an important period in bridge building in the state and nation. It is an excellent example of the Pratt through truss bridge type. In addition, it is significant as an example of the work of the Wrought Iron Bridge Company of Ohio, an early and prolific iron bridge builder.

On February 26, 1996, the bridge was evaluated by the interagency review committee, composed of representatives from the Federal Highway Administration, State Highway Administration and Maryland Historical Trust and was found to be eligible for the National Register.

Documentation on the property/district is presented in: Project File, Maryland Inventory
form BA-957

Prepared by: J. Hnedak (1978); PAC Spero (1996)

Elizabeth Hannold
Reviewer, Office of Preservation Services

February 6, 1996
Date

NR program concurrence: X yes no not applicable

Peter E. Hnedak
Reviewer, NR program

2/7/97
Date

2061

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

<input type="checkbox"/>	Eastern Shore	(all Eastern Shore counties, and Cecil)
<input type="checkbox"/>	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
<input checked="" type="checkbox"/>	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
<input type="checkbox"/>	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

<input type="checkbox"/>	Paleo-Indian	10000-7500 B.C.
<input type="checkbox"/>	Early Archaic	7500-6000 B.C.
<input type="checkbox"/>	Middle Archaic	6000-4000 B.C.
<input type="checkbox"/>	Late Archaic	4000-2000 B.C.
<input type="checkbox"/>	Early Woodland	2000-500 B.C.
<input type="checkbox"/>	Middle Woodland	500 B.C. - A.D. 900
<input type="checkbox"/>	Late Woodland/Archaic	A.D. 900-1600
<input type="checkbox"/>	Contact and Settlement	A.D. 1570-1750
<input type="checkbox"/>	Rural Agrarian Intensification	A.D. 1680-1815
<input type="checkbox"/>	Agricultural-Industrial Transition	A.D. 1815-1870
<input checked="" type="checkbox"/>	Industrial/Urban Dominance	A.D. 1870-1930
<input type="checkbox"/>	Modern Period	A.D. 1930-Present
<input type="checkbox"/>	Unknown Period (<input type="checkbox"/> prehistoric <input type="checkbox"/> historic)	

III. Prehistoric Period Themes:

<input type="checkbox"/>	Subsistence
<input type="checkbox"/>	Settlement
<input type="checkbox"/>	Political
<input type="checkbox"/>	Demographic
<input type="checkbox"/>	Religion
<input type="checkbox"/>	Technology
<input type="checkbox"/>	Environmental Adaption

IV. Historic Period Themes:

<input type="checkbox"/>	Agriculture
<input checked="" type="checkbox"/>	Architecture, Landscape Architecture, and Community Planning
<input type="checkbox"/>	Economic (Commercial and Industrial)
<input type="checkbox"/>	Government/Law
<input type="checkbox"/>	Military
<input type="checkbox"/>	Religion
<input type="checkbox"/>	Social/Educational/Cultural
<input type="checkbox"/>	Transportation

V. Resource Type:

Category: StructureHistoric Environment: RuralHistoric Function(s) and Use(s): Transportation-vehicularKnown Design Source: Wrought Iron Bridge Company

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

MASEMORE ROAD BRIDGE

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Crosses Gunpowder Falls at Masemore Road

CITY, TOWN

Hereford

☒ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Baltimore

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED (closed to traffic)	<input type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

State of Maryland, Dept. of Natural Resources Telephone #:

STREET & NUMBER

Tawes State Office Building

CITY, TOWN

Annapolis

VICINITY OF

Maryland

STATE, zip code

21401

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE.

REGISTRY OF DEEDS, ETC.

N/A

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

(County Engineer's Inspection Survey for Bridge Replacement Act)

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR

SURVEY RECORDS Baltimore County Dept. of Public Works

CITY, TOWN

Towson

STATE

Maryland

7 DESCRIPTION

10-10-57

CONDITION

☒ EXCELLENT
☐ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE 1898

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

A three panel Pratt through truss of 1898 by the Wrought Iron Bridge Company, Canton, Ohio, with pinned connections. The fieldstone abutments have been repaired with concrete in places and the original deck has been replaced with one of lightweight steel mesh. The south portal has an identifying plaque with the date, company name, and county commissioners at the time of construction. The bridge is closed to vehicular traffic by a number of heavy steel I-beams planted vertically at either portal.

Major structural members are riveted.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

BA-957

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1898

BUILDER/ARCHITECT Wrought Iron Bridge Co.,
Canton, OH.

STATEMENT OF SIGNIFICANCE

Another of a type of bridge which is becoming increasingly rare in Maryland. The bridge as it stands fulfills a valid scenic function in a quiet, small-scale recreational area, providing pedestrian access to both sides of the Gunpowder Falls.

Recommendations:

There seems to be no particular demand for reinstating vehicular traffic on Masemore Road. Ownership of the bridge is not clear, but whether owned by the Dept. of Natural Resources or by County Roads, it is clearly a significant part of the park in that area and the Dept. of Natural Resources should exert any effort necessary to retain it, and to ensure adequate maintenance.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

N/A

VERBAL BOUNDARY DESCRIPTION

N/A

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

N/A

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

John Hnedak

ORGANIZATION

DATE

Maryland Historical Trust

STREET & NUMBER

TELEPHONE

CITY OR TOWN

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Want an Iron Bridge

A delegation was before the County Commissioners Wednesday and asked to have an iron bridge built over the Big Gunpowder river at Masemore's Mills near Hereford in the 7th District. The bridge is to be 115 feet span and will cost about \$2,508.

--Maryland Journal, Towson, April 16, 1898

Bridges Wanted

B. Howard Mays, Superintendent of Bridges, has recommended bridge over George's Run ... at Beckleysville \$250

Jacob Elliott, Wm. H. Foster, John T. Diven, G. A. Mays, Craven M. Cole, Stephen H. Miller, Wm. E. Miller, Wm. F. Stiffler, and other citizens of the 7th district have asked the County Commissioners to erect a bridge across the Gunpowder Falls, on the road leading from the Hereford Road to a point near Masemore's mill.

--Maryland Journal, Towson, May 14, 1898

Proposals for Bridge

The County Commissioners advertised for proposals for the building of an iron bridge over the Big Gunpowder Falls, near Masemore's Mill. The bids will be opened Wednesday, July 13.

--Maryland Journal, Towson, July 2, 1898

Reports on Bridges

Wm. Ensor, Wm. Ruhl, and B. Howard Mays, examiners, reported on the petition of Jacob Elliott, John T. Diven, and others, asking for the erection of a bridge over the Big Gunpowder Falls, near Masemore's Mill, 7th District, replied that they believed the public convenience requires the erection of the bridge. The bridge is to be an iron structure of one span of 120 feet and it is estimated will cost, including filling, \$3,000. The Commissioners will order the bridge to be built.

---Maryland Journal, Towson, July 2, 1898

Masemore's Mill Iron Bridge

The County Commissioners Wednesday, 13th inst., awarded the contract for building the new iron bridge over the Big Gunpowder River, at Masemore's Mill, near Parkton, to the Wrought Iron Bridge Company, of Canton, O., for \$2,397. The dimensions of the bridge will be 119 by 16 feet. The contract for building the masonry work for the abutments was awarded to Albert Weber for \$949.

--Maryland Journal, Towson, July 16, 1898

- 947 VERNON UNITED METHODIST CHURCH AND CEMETERY - 1897 - West side of Vernon Road, south of Gemmils. Brick church with open belfry built in 1897 to replace structure of 1871. Educational building attached in 1950. Church is gable roofed. Belfry base and eaves filled with imbricated wood shingles painted white. Lancet and gothic windows in various patterns with colored glass panes. Tower has three-part gothic window. Topped by pyramidal roof ending in a finial. Bracketed eaves. High Victorian Gothic style. Large cemetery across road.
- 951 SCOTT FULLER HOUSE - Before 1850 - South side of Mount Carmel Road, 0.2 mile west of Evna Road, Hereford vicinity. Shown on 1850 map as Nicholas Foster's and as William Foster's in 1877 atlas. Large L-shaped, 2- $\frac{1}{2}$ storey frame Victorian house with grey clapboard siding; gable roofing; vergeboards on eaves; 2-on-2 windows in main block; 6-on-6 in back building. One-bay pavilion projects from main facade. A log house imbedded in this spacious structure. North end faced the highway. Good condition after renovation in 1970's. Owner: Scott Fuller.
- 952 HEBB LOG FARM HOUSE - Before 1850 - North side of Mount Carmel Road, 0.15 mile west of Evna Road, Hereford vicinity. Shown as J. Spindler's on 1850 map and as John R. Spindler's in 1877 atlas. Small, plain, vernacular style house with outer wallcovering disguises a log cabin. Gable roof. Good condition. Owner: Dr. and Mrs. Donald B. Hebb.
- 955 FALLS ROAD IRON BRIDGE - 1890 - At crossing over Gunpowder Falls, 0.9 mile downstream of Prettyboy Dam, Wiseburg vicinity. Baltimore County Bridge No. 6. Four-paneled wrought-iron Pratt through-truss bridge of 87.72-foot span. Painted green; no nameplate; plank deck. In generally good condition per 1977 inspection report.
- 957 MASEMORE ROAD IRON BRIDGE - 1898 - At crossing over Gunpowder Falls, 1.5 mile north of Mount Carmel Road. Baltimore County Bridge No. 45. Five-paneled Pratt-through-truss bridge of 117.83-foot span. Plates and shapes of early acid-Bessemer steel; forged eyebars of wrought iron. Steel-mesh deck. Prefabricated by Wrought Iron Bridge Company, Canton, Ohio. In generally fair condition per 1977 bridge inspection report. Surrounded by Gunpowder State Park. Closed to traffic in 1978.

HEREFORD
QUAD

5663 II NW
(NEW FREEDOM)



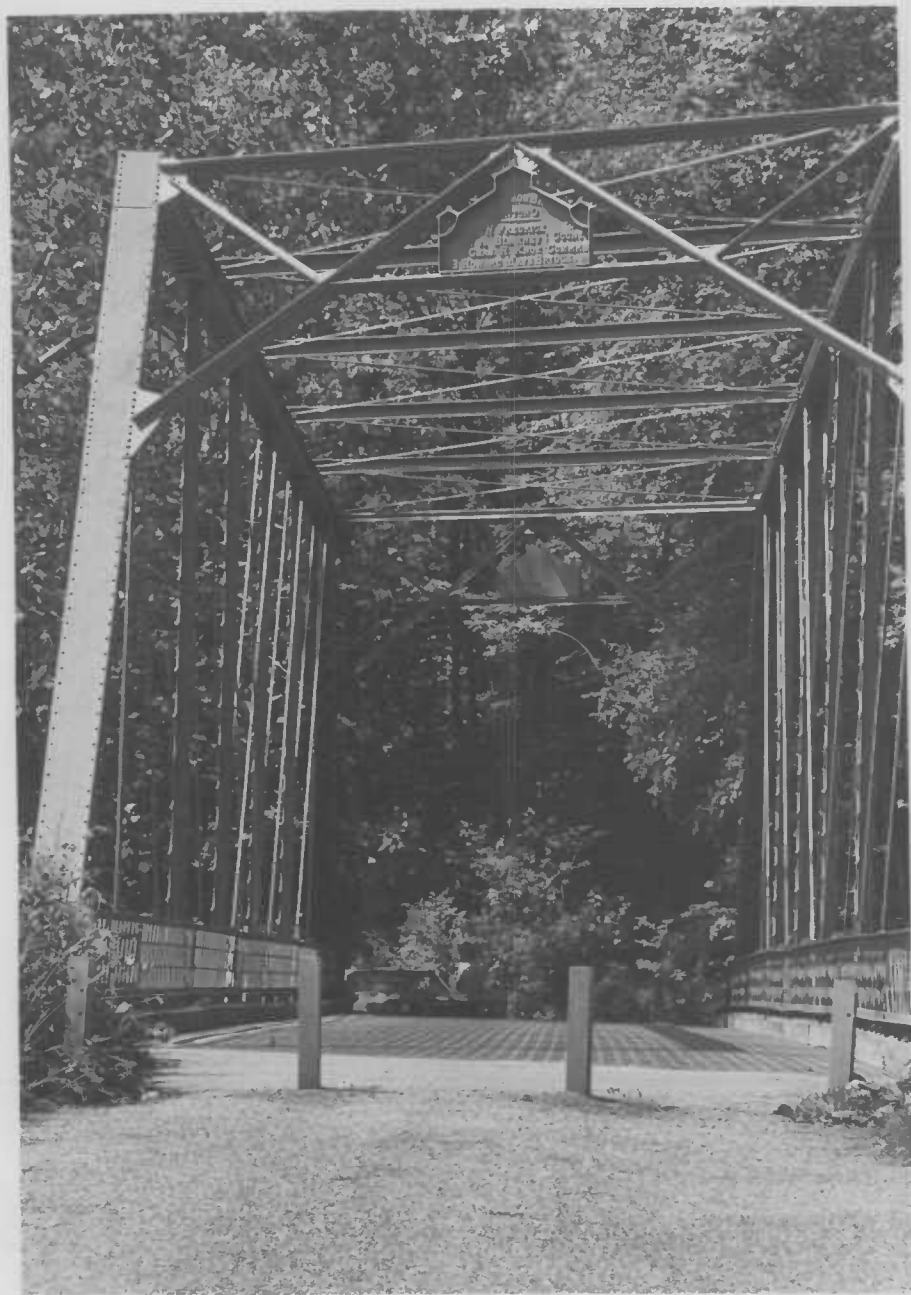
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RON BARRELL
CANTON
JESSE M. FREDRICKS
BOAKNEY COUNTY
CEASAR KNOW COMMISSION
3 HOWARD LAYSE RIDGE

BA-957





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135

SINGLE LANE
BRIDGE AHEAD

8 TONS

SPEED LIMIT
15 M.P.H.

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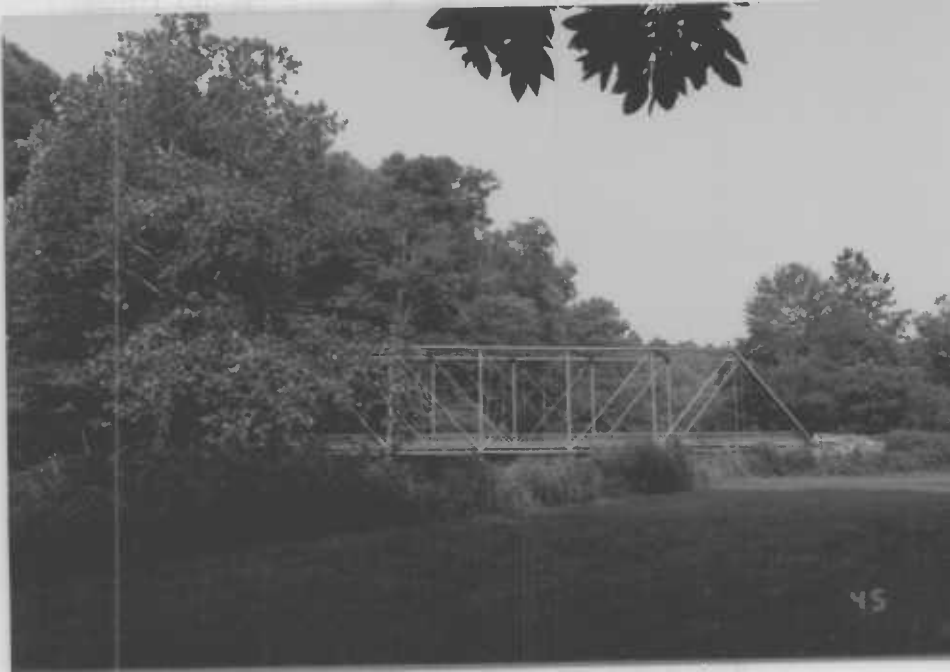


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